

THE HARTLEY MULTICLASS TRAILER SAILER
ASSOCIATION OF QLD. INC.



HARTLEY'S HOTLINE

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June 2010

“Phil Ann and Sea Lark - Lake Wivenhoe 2010”



Photo: Helen Jones

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COMMITTEE MEETINGS:

Dates:	As shown in Sailing Calendar
Time:	7:30 pm
Venue:	Yachting Queensland, 578 Royal Esplanade, Manly, QLD, 4179.

OVER-NIGHTING ABOARD ON LAKE WIVENHOE

“Overnight stays on the water are not permitted at any of the water storages. Overnight stays are only permitted in designated camp grounds.”

The words above were the answer when we decided to join the Woodenboat Association of Qld in their “messabout” on Lake Wivenhoe in April this year. As we had enjoyed our previous sailing and camping on Wivenhoe, the idea to join fellow woodies was appealing.

However it was not to be a week where we could enjoy the sound of water lapping on the hull during the calm of the night. We had to book a tent site and only use our boats during daylight hours.

Any “event” that we hold as an Association will now require a permit from SEQWater. One of the requirements of the permit is Public Liability Insurance. As the Association decided last year not to renew out policy, future visits to Lake Wivenhoe will need be as individuals.

Inside Captain Snooze gives an insight into what we will miss by not being able to fully explore Lake Wivenhoe.

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Hartley Trailer Sailer Queensland State Championship Regatta 2009

by **Bill Leeke**

Hosted by Lake Cootharaba Sailing Club Inc. at beautiful Boreen Point the Hartley Trailer Sailer Queensland State Championship Regatta 2009 was sailed on 3rd and 4th October, 2009, on the wide waters of Lake Cootharaba.

There were 12 entries in the 16ft. class, some from Interstate 7 and 4 entries in the 18s. Three races were sailed on the Saturday and two races on Sunday.

Wind conditions were lively, Northwest about 6-18 knots gusting to over 20 and the six-teens made a colourful sight they hardened their rigs at the start. We were busy getting LADY GLADYS ready for the start of the 18s. so only had glimpses of the faster sixteens as they strained for positions on the wind.

Lake Cootharaba, about 2 hours drive from Brisbane is part of a vast waterway at the headwaters of the Noosa river and ideally suited for sailing events for small craft. The lake is shallow (about 1.3m.) and the courses set about 1 n.m. long far enough from all shores for plenty of wind, and with little if any tide run.

There is a fascinating history of Lake Cootharaba and particularly idyllic Point Boreen, site of Lake Cootharaba Sailing Club. It is the place at which the indomitable Eliza Fraser emerged from her horrendous experiences at the hands of aboriginals after the wreck of her husband's ship on what is now Fraser Island.

The four Hartley 18s. sailed their three races on Saturday 3rd; and two races on Sunday 4th. Conditions on both days brought plenty of wind (see foregoing) and LADY GLADYS was fortunate in having an extra crewman available, local Sharpie sailor Jeff Smith who offered to fill in for Roger Ryan who was delayed owing to wife Del being hospitalised.



In fact Roger did arrive in time so to avoid disappointment we sailed three up, and in the first five minutes I realised we were favoured having the extra weight on the rail.

I must pay compliments to Jeff who as well as having won and sailed in State and National and International events including Admirals Cup and Newport to Bermuda races, is a fine tactician and unrelenting in concentration. I thought I knew how to sail and race a yacht after lifetime as owner/sailing a BLUEBIRD, DUNCANSON 29, ADAMS 8 and several trailer sailers but Jeff showed us the vital importance of concentration for every second of every minute from the start line to the finish.

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LADY GLADYS'S cockpit was crowded with three and I was flat on the deck twice in tacking owing to Jeffs behind in my space. Another tack we almost lost Jeff over the side. Roger meanwhile sailing a perfect race on headsail trim.

Exhausting but great sailing and I was especially thrilled that LADY GLADYS performed so well, achieving fastest time in the five races. After the debacle of last year's event (retired with gashed leg) Moreton Bay Classic February 2009 (retired with broken tiller)

Queens Birthday weekend cruise Lake Wivenhoe when LADY GLADYS'S trailer broke in halves at 100kms. on the way home, I was beginning to believe in Gremlins.

Lake Cootharaba Sailing Club is to be congratulated for the seamanlike way they hosted this Regatta and I thank both my Crewmen Roger and Jeff for their skills and companionship, and the Hartley Association in particular.

A great event.

MEWBURN NAUTICAL DICTIONARY

“**Wind-ride**” Is this a Hartley TS21, the latest extreme sport or is it the situation of a vessel at anchor that swings and rides by the force of the wind instead of the tide or current. Not sure about nautical terms used in articles or by those in the know? Those with the MEWBURN NAUTICAL DICTIONARY will know exactly what is meant. By one on special from Tony at \$15.00.

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OPEN SATURDAY MORNING

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A Week on the Water

By Barbara Davis

On Friday the 2nd October “Phil” to you “Hugh” to me and I packed up the car and our trailer sailer “Phil Ann” and headed up the coast to beautiful Lake Cootharaba to compete in the State Championships and afterwards to cruise down the Noosa River. As I don’t like to race Hugh’s brother Bob was coming up the next day to crew for him.

We arrived at the lake about lunch time and set up camp next to Tony who had arrived the previous day and already had his boat “Snow Goose” moored out in the lake. After a delicious hamburger from the shop and with Tony’s help we launched ‘Phil Ann’, unfortunately not without some damage to the bow caused by yours truly not being vigilant and preventing it coming back onto the trailer. Oh our beautiful boat - a lesson learned. I was forgiven as it was yet another excuse for Hugh to spend more time with the second love of his life or should that be the first.

About 2pm Helen and Jim rocked up with their boat “Sea Lark” and spent the rest of the day with help of their crewman, Ian, setting up camp and putting their boat into the water. Later that evening we all went to the local hotel, “The Apollonian” for dinner. The hotel was one of the older buildings in the area and some years previously had been transported to Boreen Point from Gympie and was a favourite haunt for both locals and visitors alike. On the walls were several old pictures depicting scenes from the pioneering days. I knew that Hugh’s great grandparents were among the early settlers here and at Elander Point which is near the mouth of the Kin Kin Creek and is now a popular camping spot. Hugh proudly pointed out a couple of his ancestors in the photos and told the others in our party some of the local history. Soon after I met Hugh he bought me up here and we visit frequently as like so many others we have fallen in love with the place.

The races were held over the weekend and were convincingly won by Bill Leeke in “Lady Gladys” who showed that age is no barrier and who at 91 years of age is the oldest person to win a championship.

On Saturday afternoon Helen and I went to visit Gladys, Bill’s wife who because of a nasty fall resulting in a stay in hospital was not her usual lively self. After the races we had a gathering of the Clan at our campsite where the days race mishaps/victories were related during happy hour drinks.



Crew de-briefing

Photo: H Jones

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Dinner followed at the hotel where we were pleased to have the company of Gladys. A pleasant evening was had by all with tall stories and jokes going the rounds.

Hugh woke up on Sunday feeling the worse for wear, courtesy of Ross River Virus and was unable to race. This was a sign of things to come as Jim and Helen were unable to join us on our cruise due to a vomiting/gastro virus which left Jim severely dehydrated and a visit to the Noosa Hospital midnight Tuesday to receive medical assistance. We helped retrieve "Sea Lark" and left them to recover another day before driving home.



Chief Cook

Photo: H Jones

On Tuesday after leaving our cars and trailers under the watchful eye of the park managers, Tony, Hugh and I sailed our boats across to Teewah Landing and climbed "Seawah Hill". It was a stiff climb and because I had foolishly left my walking shoes at home it was very hard on my poor feet. The view at the top was worth the climb - on one side, the lake - on the other, the ocean and in front we looked across to Noosa Heads. After climbing back down we continued across to Teewah Beach where we rested and had lunch under some trees. With a breeze cooling us and the ocean to look at it was a pleasant way to while away the next

hour.

Tuesday night was our second night on the water and after our happy hour with Tony we settled back in our quarter bunks to drift off to sleep in the light of the full moon and with the water gently lapping against the boat. I wondered dreamily what the rich people were doing tonight and how I would not change places for all the rice in China. On Wednesday morning Tony, Hugh and I set off for our long awaited cruise down the Noosa River. Hugh had been talking about this since the previous year when they had done the same thing and I was looking forward to the experience.

After a peaceful trip down the Noosa River we reached the Noosa Heads Yacht and Rowing Club about 15.30 just before a rain squall. With the rain over and a blue sky, Hugh and Tony set about moving the boats a safe way from the shore. When Hugh said that we needed to dress fairly decently to have dinner at the Club and the trachydacs I had on were not good enough I asked my better half how he thought I would be able to walk to shore and keep my jeans dry. He said I should do the same as he and Tony and change after I waded ashore then half-heartedly "I suppose I could carry you". We reached the beach with my Sir Galahad carrying me on his back in spite of almost landing in the drink because I was laughing so hard. After a fine meal we retraced our steps.

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Thursday we spent walking in the Noosa National Park. The track we were on followed the coastline and the views were stunning. As we looked back over to Teewah Beach and the coloured sands, Hugh pointed out the hill which we had climbed. I identified several different nationalities amongst the people walking the path and the beaches long the coast were obviously very popular even though no lifesavers were present. Looking out to sea we saw some whales one of which breached as we were watching. A little further along we noticed dolphins which looked as though they were heading some fish into a particular spot, there must have been at least 20 of them.

We stopped for lunch and I borrowed some special bandaids for blisters from Tony. Once again my feet were paying me back for not wearing my walking shoes. It was a very pleasant time resting my weary feet and looking out over the ocean. Our walk finished at a spot called "Hells Gate" and as I looked down at the water crashing in over rocks in a gap in the cliff face I thought it was well named as anyone caught in the cruel waters beneath me would have little chance of survival. Hugh pointed out an "Eagle Ray" so named because of its shape and once again we spied more dolphins.

On the way back we stopped to look at the "Boiling Pot" which is just as the name implies where water comes up from underneath the rocks fills up and boils out over the top. After a short stop for a welcome drink at Noosa we set off back to our boats and another night at the Noosa Yacht Club. We had a few worrying moments later that evening when Hugh realised the keys weren't in the usual place on the hook above the stove. I knew he had been up on deck a couple of times to check the mooring and I was envisaging us having to attempt to reach in the mud for them in the morning. Luckily he found them in his shoes in one of the aft hatches. They were put there for safe keeping as he had a hole in one of the pockets of his shorts.

Friday morning we upped anchor and motored back to the lake. After thanking the guys at the park for looking after our vehicles and then enjoying a last hamburger, with the lot, we said goodbye to Tony who was sleeping on his boat on the hard for the night before setting off to drive back to Beenleigh. As we were winding our weary way home I was reflecting on the beauty of our country and how truly lucky we were to be able to call Australia home.

REDLAND BAY TOWARDS HORSESHOE BAY

Captain Snooze

Bludgers, retirees and rostered day-off's numbered only four, TS16s nil and TS18s only two, for this day-sail on Monday the twelfth of April. There were Bill and Roger in LADY GLADYS and me and Errol in SNOWGOOSE. Errol is a very experienced new recruit who lives near Bill. He seems to like Hartley trailer sailers. *He's mine for racing.* For a non-competitive event only, I may divulge his contact details to a skipper seeking a good forward hand.

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The forecast winds of 10-15kt SW/SE only made it to around 5kt SE, but the ebb pushed us along and we anchored at Horseshoe Bay in a depth of two feet at 1230hrs. Despite my (admittedly casual) perusal of the tide table, we found ourselves stranded by the ebb after a leisurely lunch rafted together. We pushed off with difficulty to find ourselves becalmed.

Having recently dispensed with some six-month old stale petrol-oil mix I did not resent as much as usual an hour of motor boating with a flood tide in our favour. At around 1500hrs a very light SSE breeze came up when we were about 0.5 NM S of Coochiemudlo Island. Both of us heaved a sigh of relief to silence the Mercury and to tack under sail past Snipe Isle to the entrance to Weinam Creek. LADY GLADYS continued under power, but only retrieved a few minutes before us. We retrieved there at 1630hrs, quite pleased with our pleasant day on the water.

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Hartley Multiclass Trailer Sailer Association Of Qld. Inc. will be held at on Wednesday 11th August 7:30 pm at Yachting Queensland, Manly

The business to be transacted at the Annual General Meeting shall be:

- (1) in accordance with the Standing Orders in Appendix B of the Hartley Multiclass Trailer Sailer Association Of Qld. Inc.
 - (2) to confirm the minutes of the 2009 Annual General Meeting.
 - (3) the receiving of the Executive Committee's report.
 - (4) the receiving of the statement of income and expenditure for the preceding financial year
 - (5) the election of members of the Executive Committee.
 - (6) the appointment of an Auditor.
 - (7) any item of special business listed on the notice of meeting.
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Hartleys Lake Wivenhoe June 2009

Photo J Jones

IT WAS DELIGHTFUL WHILE IT LASTED

Captain Snooze

But it has not lasted; over-nighting aboard on Lake Wivenhoe, that is. SEQ Water has informed Jonesey that over-nighting afloat on the lake is now prohibited. Shed a tear with yours truly for our never-to-be-repeated cruise to Sandy Creek; no added bonus of pleasant walks through the dry sclerophyll forest to the Friedrich Peninsula end of Crossdale Road; nor the secluded scenic row or paddle up to the head of navigation with occasional sightings of azure kingfishers and eastern water dragons (some have seen platypus). Lake Wivenhoe may see no more of me and the 'GOOSE. There is a possibility that SEQ Water would make a dispensation for an organised group event where we combined with the Wooden Boat Association.



Snowgoose Lake Wivenhoe 2009 Photo J Jones

It is seventeen years since I left Melbourne, but I seem to remember that their Board of Works did not allow boating on any of the then four water reservoirs.

Has SEQ Water also prohibited the pelicans from over-nighting on their favourite island between Bigge's Peninsula and Bauer Point; and the cormorants from nesting in their favourite semi-submerged trees off MacFarlanes Pocket? And do or do not the ducks, the black swans, the swamp hens, moorhens etc. overnight afloat? If the problem is pollution, what about run-off

from the surrounding farm animals, farm fertilisers and wild life with their free access to the water?

On the lake I use a porta potty, a grey water container, my garbage bags remain on board and my emergency-only outboard motor complies with the California USA emission regulations. As far as I know my fellow Hartley sailers do likewise and none of our boats are coated with poison-emitting antifouling.

We have recently suffered a severe drought, which reduced the lake to less than twenty percent capacity. Combined with evaporation loss during our hot summer this would have reduced the water quality. The lake contains deadly blue-green algae, which flourish in such conditions.



Lady Gladys Lake Wivenhoe 2009 Photo: H Jones

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There would be a quality-testing laboratory at the Mount Crosby Water Treatment Plant. This must have detected contamination, which might be traceable to certain sources. While there are numerous litter morons in the Brisbane area, I find it hard to believe that any are sailors. However I remember awaking one morning in the Broadwater to find a surface layer of cooking fat and a yucky waterline stripe on every boat at The Bedroom including the 'GOOSE' where the menu is non-fried and mostly vegetarian.

With climate change marching on, a succession of severe droughts will be forthcoming. So the water quality needs to be the best it can be made. Such is life: no more overnight cruises in the Pumicestone Passage and Lake Wivenhoe. Next will likely be the Noosa River. It was delightful while it lasted.



Phil Ann Lake Wivenhoe 2010 Photo: H Jones



Lake Wivenhoe June 2005 Photo: J Jones

Have you read Seascope?

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HARTLEY'S HOTLINE

SUPER VETERAN SAILS - NEVER TOO OLD

Leigh Hewish FIONN EALLA

This is a reprint from the Hartley TS18/21 Yacht Club newsletter.

The Hervey Bay Sailing Club is situated on a beautiful 7 km white sandy beach, facing North, in the delightful City of Hervey Bay, three and a half hours North of Brisbane. It's protected by the magnificent Heritage listed Fraser Island, making for an excellent sailing venue, that has been utilised by the Club over the last 30 yrs.

These waters are also home to the famous "Bay to Bay Yacht Race", held every year since 1981, into its 30th year, in 2010, and proudly sponsored by Wide Bay Water Corporation. This race has attracted as many as 300 trailable yachts in the past, and promises to be a special event in the sailing calendar of all on the East Coast in 2010.

This year 172 boats commenced the race, with 4 starts to accommodate the different classes, Two Hartley's took part in this years race (final results will be published on web page www.herveybaysailingclub.org.a.0)

Although LADY GLADYS did not win a place in the race, Skipper Bill won the hearts of all assembled at the Presentation on Sunday night when it was announced that Bill was the ripe age of Ninety One years young.

Bill and I have quite a bit in common, as he has a love for music and teaches musical instruments and has a great love for Jazz. He told me he used to lead two Jazz bands in his early years. He is still doing music arrangements for Vocalists who entertain the Clubs as well as music competitions.

I told him that I own a TS 18 and used to take part in the Passage races.

This year I was given the task of being Skipper on one of H/B SC Rescue Patrol boats, which bought back memories of those events in which I sailed down in Victoria.

In my capacity as Skipper was to be behind the line at the start and then proceed through the field to be on the finish line. Oh what fun speeding past a fleet of racing yachts.

Yes it was great to be out there on the water amongst all the competitors, keeping records of the boats, and rendering assistance when and where it was needed. Hartley 18 Bill Leeke LADY GLADYS Hartley 21 M Vic Devonshire GOOD AS. Vic Devonshire in GOOD AS was mixing it well with other boats in his class, and watching him come up towards the 1st Finish line at Garry's Landing was rewarding to see as a spectator in the mass of boats. Safety Awards went to LADY GLADYS Bill Leeke.

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Camping at Lake Wivenhoe - April 2010

By Helen Jones

Our planned overnighthing boating days on the Lake came to an abrupt end when we were informed about two weeks before that it was not allowed. We were disappointed as we have enjoyed many times doing our thing but now no more. Now that our plans changed from using our comfy boat beds and cabin to requiring camp gear we decided to borrow our grown up children's bigger tent and blow up bed. Practically everything else was what we used on the boat.

The weather was wonderful. We were sharing the weekend with Phil and Barbara and as they had not been up previously we met up at Fernvale. The park opposite the bakery is a great place to enjoy the delights from the world renown bakery and then it was off for a short drive to the Lake.

Setting up on was quite orderly. The launching was smooth in the high water line, it was wonderful to see the lake so full. The boys sailed around to the Captain Logan's camp site while Barbara and I drove the cars with all the gear for camping. Cooking was fun and pre dinner nibbles and drinks was never better with the wonderful view to enjoy.

Two days of sailing were some of the best we have enjoyed in that location. Nice breezes to push us along, really no lulls to speak of, which can be a slight problem. No motors allowed except in emergency situations. Electric motors are allowed though, but we don't have one.

On the Friday our friends, Linda and Bill came up to camp, bringing their kayaks and also enjoying a full day with us on "Sea Lark". "Phil Ann" and "Sea Lark" did a lot of parallel sailing, then going ashore for lunch in a most secluded spot. We were sitting in grass up to our knees, I bagged the esky for a seat. Alighting in deep water right up to the edge is a fun way to get to terra firma without mishap. Our guest sailors had a great day as we all did. That afternoon Ian Robertson "Scuttlebutt", arrived on his BMW to share in reflection with us, he having a cuppa and we having a combination of drinks and tea. We then changed location to Linda and Bill's, who had a great campsite set up on Lumley Hill.

Very early Sunday the hum of electric motors sounded across the still of the morning. It was a fishing club competition, so that when we were retrieving at the ramp the place was completely changed from the day we launched. Our trailers were land-locked by trailers and vehicles from the fishing competition, but the boys managed to get them out. The bass competition was in full force and it was very interesting to see how well the fish were treated. All very gentle from weighing to release.

I can't say we have had a better weekend, the combination of perfect sailing, perfect camping weather and perfect friendship.